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# SOUTH CAROLINA AVIATION

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APR 5 1973 **NEWSLETTER**

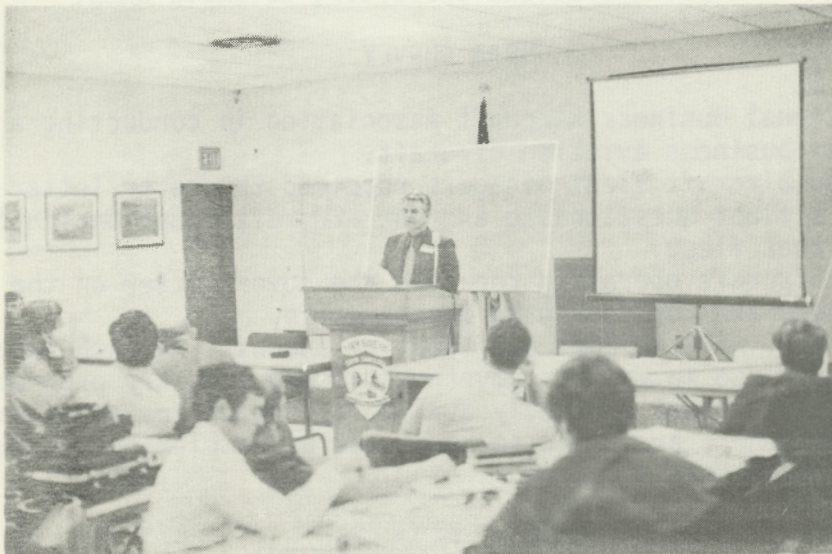
**PUBLISHED MONTHLY BY THE SOUTH CAROLINA AERONAUTICS COMMISSION**

No. 4

APRIL 1973

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## AERIAL APPLICATORS SCHOOL



### DR. KISSAM LECTURES TO PILOTS

The first annual Aerial Applicators School sponsored by the Clemson University Extension Service in cooperation with the South Carolina Aero



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nautics Commission was held on Tuesday, March 13 in Cayce. The program was originally scheduled for the Holiday Inn but had to be moved to the Farm Bureau building because of the unusually large number in attendance. The school, which was conducted in order to enable ag pilots to meet new regulation requirements, was directed by Dr. Ben Kissam and a team from Clemson University.

For many years South Carolina regulations have required that a pilot have aeronautical experience in order to obtain an applicators license. The new regulation now requires that a pilot demonstrate his knowledge of the use of chemicals by passing a written examination. Ninety pilots attended the one-day school and eighty-one of these successfully completed the examination.

It now appears that it will be necessary to schedule another school for those who were unable to attend the program on March 13. It is suggested that all aerial applicators who did not attend this school, contact the South Carolina Aeronautics Commission for dates of the new school.

Participating in the program along with Dr. Kissam and seven professors from Clemson were John W. Hamilton, Director and John F. Barry, Deputy Director of the South Carolina Aeronautics Commission and James M. Starling, Principal Operations Inspector, Columbia GADO.

#### NBAA SURVEY

The National Business Aircraft Association is conducting a survey on the use of business aviation aircraft.

Business aircraft fleet managers received the cover letter on NBAA letterhead, a fleet questionnaire and one aircraft questionnaire for each aircraft in that fleet.

Single aircraft operators received the cover letter on the Data Bank letterhead and the four-page questionnaire.

This survey will be kept confidential and will do much toward providing data for use in various governmental and industry programs. This information is not currently available through any organization.

Aircraft owners are urged to cooperate by completing the questionnaire as soon as possible.

#### AIRPORT PROJECTS

Five new FAA projects have been approved for airports in S.C. Included in the new projects are Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights for Greenville, Columbia and Florence, an ILS system for Myrtle Beach and also a tower for Myrtle Beach. These projects will be started within FY-73.



## BREAKFAST CLUB NEWS



### HAWKINS, BRYANT, CROSS

On Sunday, March 18, 1973 the Breakfast Club met at M.B. Huggin's airport in Timmonsville. This was a joint meeting with the North Carolina club and in spite of the weather, it was one of the biggest meetings of the year. One hundred and seventy-five people were on hand for Breakfast at the Sheraton Inn and fifty transient aircraft were counted at the airport. George Patterson, President of the North Carolina Club, flew in from Florida for the occasion. The highlight of the meeting was the presentation of a cake to M.B. Huggins in celebration of his 50th wedding anniversary. The braver members enjoyed a mule ride provided by M.B. In the picture above, Bill Hawkins, Breakfast Club President, and Dwight Cross, Sr. are shown holding the mount for Bob Bryant. The mule is the one in the middle!

Bad weather over most of the State hurt the attendance at the Aiken meeting. Only six aircraft were able to get into Aiken and 25 members enjoyed an excellent breakfast at the Air Force facility.

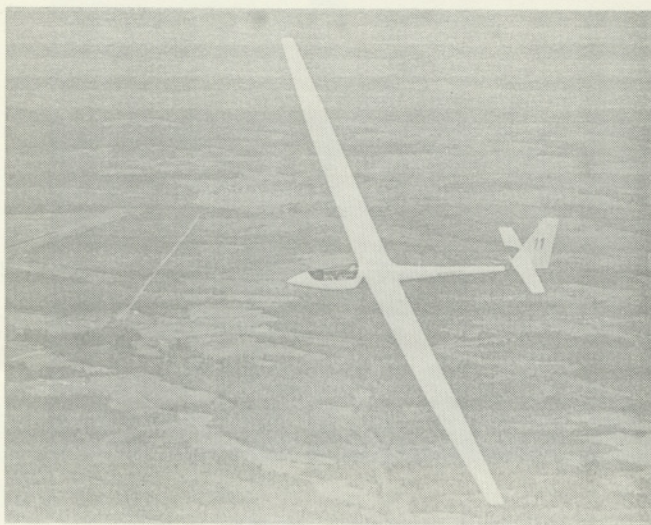
Meeting schedule for April is as follows: April 1 - McEntire;  
April 15 - Wings and Wheels Museum at Santee; April 29 - Barnwell.

### NEW RUNWAY LIGHTS

South Carolina Aeronautics Commission personnel have installed lights on runway 3-21 at Johns Island. Lights have been purchased for the Summerville Airport and will be installed as soon as runway work is completed.



## CHESTER TO HOST TWO MAJOR SOARING CONTESTS



GERMAN-BUILT AS-W 17 SAILPLANE. ONE OF THE OPEN CLASS SHIPS THAT WILL COMPETE AT CHESTER.

Chester Municipal Airport is gaining a national reputation as one of the Country's major soaring sites--as demonstrated by the fact that this June, it will be the site for the Fourth U.S. National Standard Class Soaring Championships. This will mark the first time in U.S. soaring history that a national contest is being staged in the Southeast.

The nationals will follow by two months the annual Easter Week regional soaring championships (April 17-21), which this year is expected to attract nearly 60 of the top U.S. competition pilots for a five-day series of cross-country races. Many of the Easter contest pilots will be familiarizing themselves with the Chester terrain in preparation for the ten-day National Championships, which will run June 19-28.

Both contests are sanctioned by the Soaring Society of America, which represents the F.A.I., the international sport aviation body whose rules govern all official soaring competition throughout the world.

Regional soaring competition establishes a pilot seeding list for entry in National soaring contests; and from the top national ranks are chosen the four-man U.S. soaring team for biannual World Soaring Championship events.

There are two classes of sailplane recognized in modern soaring contests: Open and Standard Class. Open, as the name implies, is unlimited as to wingspan, sophisticated flap systems, etc. Standard Class imposes a wingspan limitation of 15 meters (about 50 feet), and restricts glidepath control systems to simple flaps or spoilers. Competition



sailplanes conforming to Standard Class definitions have almost identical performance, and many pilots feel that Standard Class competition is the fairest measure of piloting ability. Both classes will be flying in the Easter Week contest at Chester, but they will be scored separately. For the first time, the contest will recognize both an Open and Standard Class regional champion.

In the major June contest, entries will be restricted to Standard Class. Open Class National Championships will be staged later this summer at Liberal, Kansas.

Races around fixed courses, usually triangles, of from 100 to 300 miles (depending on the daily weather) are the main ingredient of modern soaring contests. On marginal soaring days, distance tasks may be assigned, with each pilot flying where he chooses, the winner being the pilot who covers the greatest distance. Such tasks are not popular with ground crews, who must follow their pilots out on course and eventually retrieve them. In good soaring weather, average good speeds may range from 60 to 80 mph.

Participation in National Championships is limited by SSA rules to 65 pilots, entry being determined by previous contest performances. Hence, the 65 pilots competing at Chester in June will represent the cream of the soaring talent in the United States, including current and recent national champions.

The 1973 soaring contest area forms a semicircular pattern with Chester as the hub, radiating from Laurens in the west, north through Hickory, N.C., northeast through Rockingham-Hamlet, to Hartsville, S.C. in the east. Some two dozen uncontrolled airports in this area will be used as geographic turnpoints.

With sailplanes flying at any altitude from a few hundred feet AGL to cloudbase during the two contests, all power traffic in the contest area is advised to be on the lookout for gliders, and prepared to yield the right-of-way. At least a 500-foot interval should be maintained from any sailplane encountered.

FCC-approved radio frequencies for soaring contests are 123.3 and 123.5 Mhz. Because of the necessarily heavy traffic on these channels between soaring pilots and their ground crews during the contest periods, all other aviation interests in the Carolinas areas should avoid use of these two frequencies whenever possible.

The important dates to remember are: April 17-21 (regional contest) and June 19-28 (national contest).

Visiting pilots are always welcome at the contest site. However, the airport will be closed to all traffic during sailplane launchings, which usually will occur sometime between 1100 and 1300 hours daily. Therefore, if you are flying in, you should plan to arrive at Chester



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no later than 1000 or 1030 hours in the morning, or between 1400 and 1600 in the afternoon. After 1600, sailplanes will be making racing finishes at ground altitude across the airport, posing a severe risk to transient aircraft.

Power pilots are also urged to be considerate of parked sailplanes when starting engines, taxiing, etc.; make sure your prop blast is always directed well away from any nearby gliders. (A pilot who has just spent a hot hour polishing his fiberglass beauty does not welcome a sudden dust-bath.)

Bermuda High Soaring School, F.B.O. at Chester municipal, will again supervise ground support and air-tow facilities for this year's contests.

### DOT COST STUDY

A final meeting in early January between user group representatives and Department of Transportation Aviation Cost Allocation Study spokesmen produced a firm conviction among those attending that the DOT report to Congress will contain enormous and destructive proposals for new taxation on all segments of aviation except aircarriers.

DOT's report is required by the Airport and Airways Development and Revenue Act of 1970, which directs the Secretary of Transportation to "conduct a study respecting the appropriate method for allocating the cost of the Airport and Airways system among various users, and shall identify the cost to the Federal Government that shall be appropriately charged to the system and the value assigned to any general public benefit."

DOT's Director of Policy and Review, Samuel Eastman, is leading the project team, which has come to the conclusion that there is no public benefit from general aviation. This conclusion, before a stupefied audience, means that every portion of the airways system, its operation and maintenance, which can be in any way charged to general aviation, must be paid for by us.

DOT's group is exploring nine different methods of spreading these costs around, and claims to have picked no favorites. But the numbers these "experts" are using could mean the virtual extinction of general aviation. DOT spokesmen tossed these figures around, as examples of what "system cost recovery" would mean: On the basis of aircraft registration alone, add an additional annual use charge of \$2,600 per airplane. Based on flight plans filed, each VFR plan would cost \$54 and each IFR plan \$88; and a trip with two or three legs would count as two or three flight plans. If recovery came through increased taxes on avgas, add 46¢ or more per gallon. (NPA NEWS)



## AUTHORIZED INSPECTOR MEETING



WITTE AND PARNELL

An Authorized Inspector meeting was conducted by the Columbia GADO on the evening of 15 March 1973. There were 57 aviation maintenance personnel in attendance from throughout the state of South Carolina, with 30 out of 35 of the A.I.'s present.

The meeting, which was held at the Columbia Metropolitan Airport terminal, was conducted by Jim Parnell, Principal Inspector, who also awarded Ed Witte a prize for holding the lowest FAA certificate number in the group. Ed is Service Manager at Hawthorne Aviation in Charleston. Bill Orr of Spartanburg and Johnnie Schima won door-prizes donated by Shakespear.

Jack Barry of the South Carolina Aeronautics Commission presented A.C. Oxner a plaque in recognition

of his being selected Mechanic of the Year. Others on the program included, John B. Cureton, Chief of the GADO office, David Holloway and Frank Kelley, Phil Boob of Piper Aircraft and G.B. Stringer of the Charlotte FAA office.

## AVIATION MAINTENANCE SCHOOL

Florence-Darlington Technical Education Center, Florence, S.C., an FAA certificated aviation maintenance technician school, has recently received an operational USAF T-33 to be used as a training aid at their new facility. The addition of this aircraft supplements their existing fleet of a DC-3, 3 Bell 47 helicopters, 3 Beech 18's, a Cessna L-19, and a Taylorcraft.

On 13 March 1973 inspectors from Columbia GADO conducted 13 A&P mechanic written examinations to recent graduates of the FAA certificated aviation maintenance technician school at Florence-Darlington Technical Education Center, Florence, South Carolina.

Mr. Homer Pointe and Homer Roberts have an excellent school at Florence and will be glad to show visitors through their facilities.



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### SCAAA CONVENTION



### NEW OFFICERS

The South Carolina Aerial Applicators Association held its annual convention at the Holiday Inn in Columbia on March 12, 13, and 14. Officers for 1973 elected at the convention are: James C. Price, President, Lonnie Browning, Secretary-Treasurer, Elbert Page, First Vice President, Woody McKay, Second Vice President, Ken McNeil, Director, Floyd R. Finney, Director, John F. Barry, Director, E. H. Lynam, Jr., Director and Bobby Merck, Director.

The following companies were represented at the convention: Hercules Incorporated, Piper Aircraft Corporation, Southeastern Aircraft, Cessna Aircraft, Hawthorne Aviation, and Thompson-Heyward Chemical Company. These

companies added much to the program. In addition to the business session Dr. J. Robert Dille of the FAA Academy at Oklahoma City spoke to the group on precautions in the use of pesticides and Senator Michael Laughlin of Aiken was guest speaker at the banquet.